THE AUTOMOTIVE EDGE™

The Official Publication of the
NATIONAL LOCKSMITH AUTOMOBILE ASSOCIATION™

02.05

2003-04 Pontiac Vibe and Toyota Echo

1. The 2003-04 Pontiac Vibe and Toyota Echo vehicles appear to use the same locking system. This Toyota based system uses the TR-47 key, which appeared about 1995, in the Toyota line. The original 10001-15000 code series utilized split wafers in positions four and seven. These 2003-04 models use a new code series and a new tumbler arrangement. The new code series is 50000-69999. The new tumbler arrangement uses a paired wafer design. Opposing tumblers are arranged in pairs, and the cut-to-cut spacing alternates between .0835 and .550. The tumblers are paired; 1,2 - 3,4 - 5,6 - 7,8 - 9,10.

...continued on next page

Also inside this issue:

2004 Pontiac Gran Prix

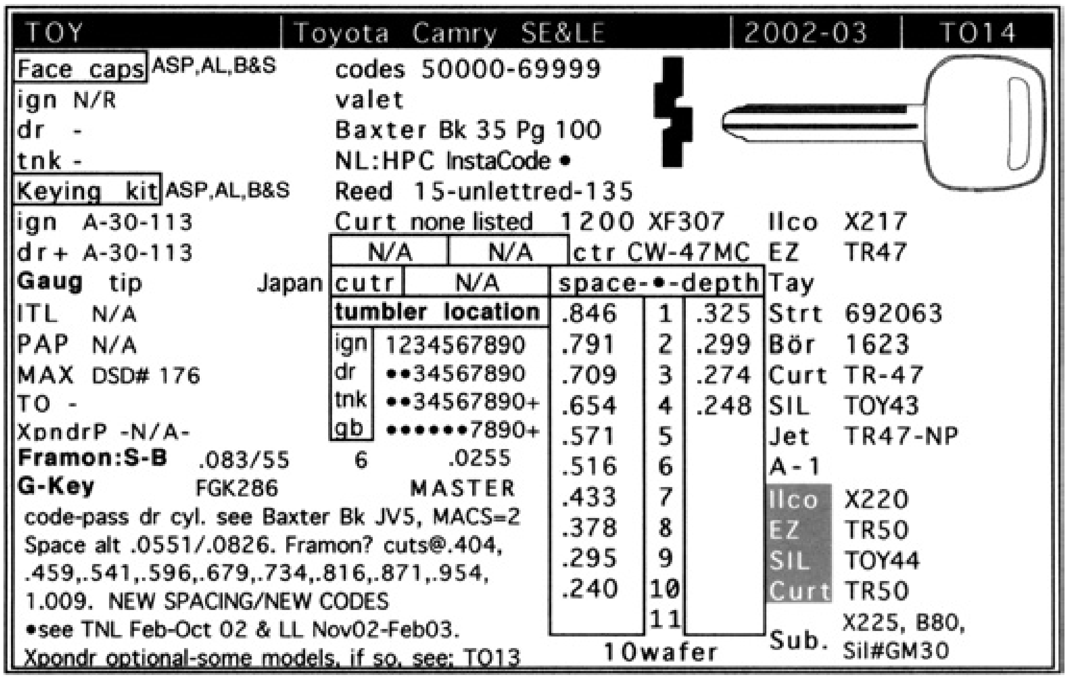
Page 9

Here are the two best websites for Automotive Locksmiths:

www.TheNationalLocksmith.com
Chat, Forums, Editorial,
Online Store, Tech Support

www.Laserkey.com
Product & Technology Sales,
Transponder Information Resources

Issue No.61



TOY | Toyota Camry SE&LE | 2002-03 | TO14

Face caps ASP,AL,B&S
ign N/R
dr -
tnk -
Keying kit ASP,AL,B&S
ign A-30-113
dr+ A-30-113
Gaug tip Japan
ITL N/A
PAP N/A
MAX DSD# 176
TO -
XpndrP -N/A-
Framon:S-B .083/55 6 .0255
G-Key FGK286 MASTER
code-pass dr cyl. see Baxter Bk JV5, MACS=2
Space alt .0551/.0826. Framon? cuts@.404,
.459,.541,.596,.679,.734,.816,.871,.954,
1.009. NEW SPACING/NEW CODES
•see TNL Feb-Oct 02 & LL Nov02-Feb03.
Xpondr optional-some models, if so, see: TO13

codes 50000-69999
valet
Baxter Bk 35 Pg 100
NL:HPC InstaCode •
Reed 15-unlettred-135
Curt none listed 1200 XF307
N/A | N/A | ctr CW-47MC
cutr N/A

tumbler location	
ign	1234567890
dr	••34567890
tnk	••34567890+
gb	••••••7890+

space	•	depth
.846	1	.325
.791	2	.299
.709	3	.274
.654	4	.248
.571	5	
.516	6	
.433	7	
.378	8	
.295	9	
.240	10	
	11	

10wafer

Ilco	X217
EZ	TR47
Tay	
Strt	692063
Bör	1623
Curt	TR-47
SIL	TOY43
Jet	TR47-NP
A-1	
Ilco	X220
EZ	TR50
SIL	TOY44
Curt	TR50
Sub.	X225, B80, Sil#GM30

2. Before we can intelligently begin any key making, we need a few specific facts about the keys and key system used on the vehicle. Fast Facts Key Plate TO14 shows all of the information necessary to generate a key for these vehicles. Popular manufacturers key numbers for the correct key blank are shown at the right side of the key plate, under the key illustration. Note that the 1200CMC code card requires the CW-47MC cutter. If you are using the micrometer card with your HPC1200 machine, use the CW-1011 cutter and the dimensions given in the "Space - ï - Depth" chart. If you are using a Framon machine to generate this key, align the tip of the key to the left side of the key vise and use the dimensions shown in the "Notes" paragraph. Because we are going to make this key using a progression technique, you will notice that the MACS (Maximum Adjacent Cut Specification) is shown to be "2." You will also notice that the Curtis and Pak-A-Punch information shows N/A. This key design (keyway) cannot be successfully cut on a punch type machine. The vehicles that this article addresses use a simple 10-wafer design, and have not been seen to use transponder security. Since Key Plate TO14 also addresses Toyota vehicles that may or may not use transponders, the notes indicate that the correct key information for these vehicles may be found at TO13. Tumbler locations indicate that the door and trunk cylinders contain wafers in positions 3-10. The ignition cylinder has wafers in positions 1-10.

National Locksmith Automobile Association™

Publisher
Marc Goldberg

Director
Greg Mango

Printed in the U.S.A.
NLAA, a division of the National Publishing Company
Publishers of
THE NATIONAL LOCKSMITH

1533 Burgundy Parkway
Streamwood, Illinois 60107
Phone 630-837-2044
Fax 630-837-1210

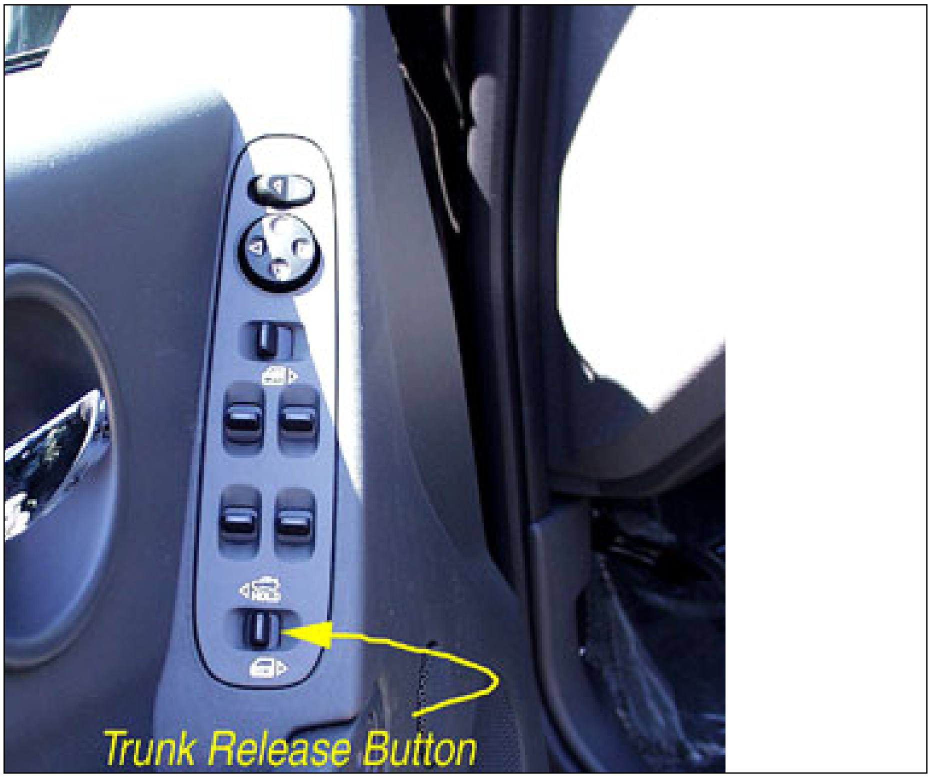
E-mail address:
natllock@aol.com

Unsolicited manuscripts are accepted, but must include SASE.

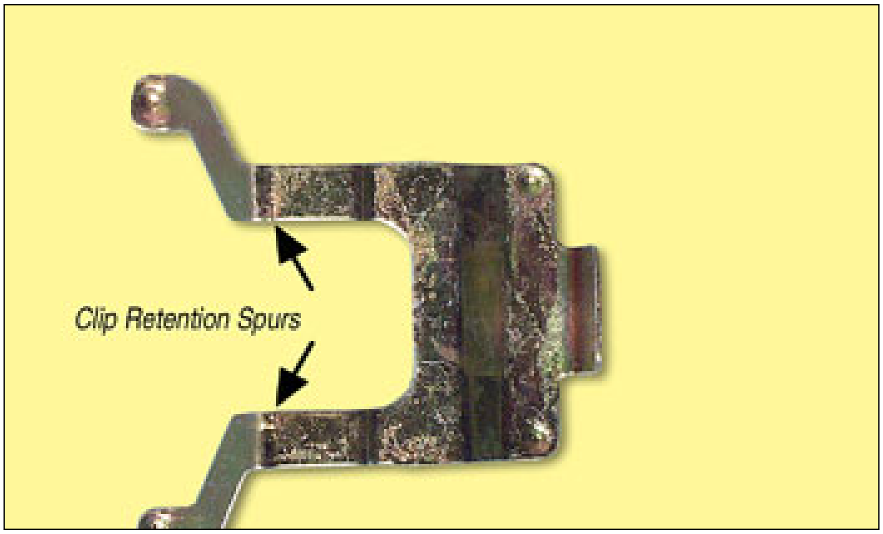
©2005 National Publishing Co.
All rights reserved.

Issue No. 61

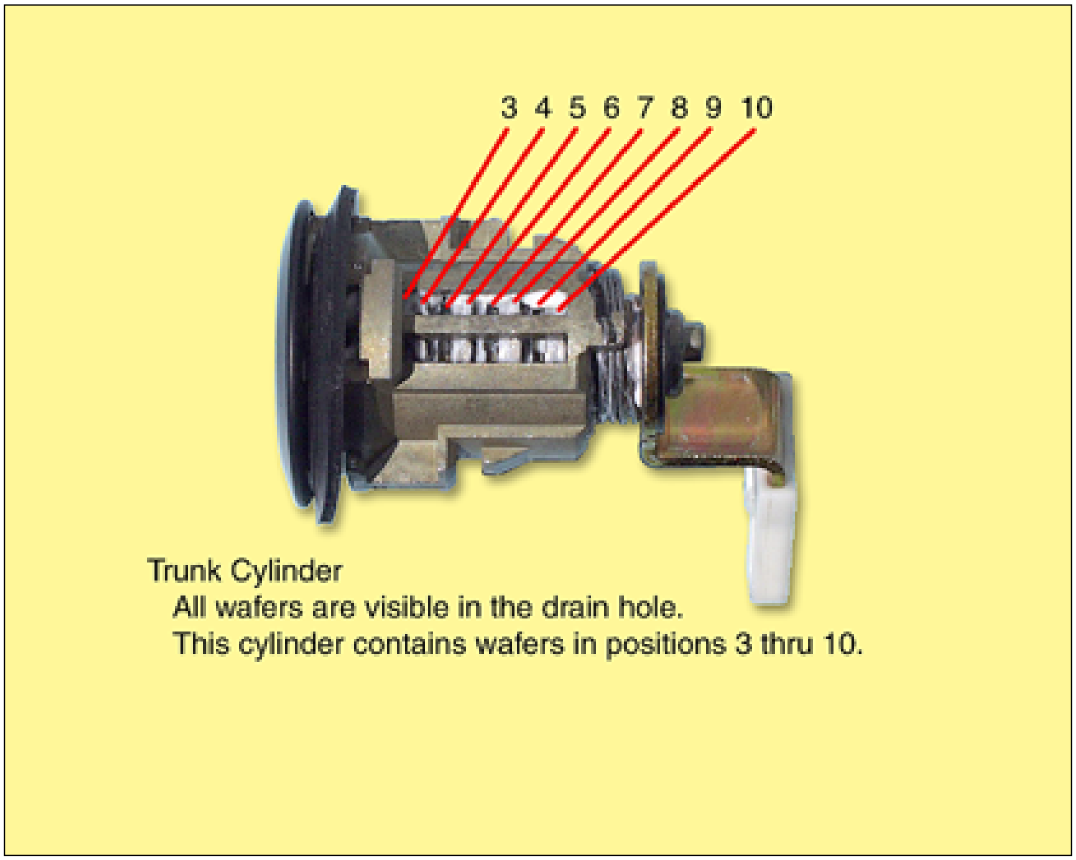
Manufacturers: Interested in offering rebates or discounts to NLAA members? Contact Marc Goldberg at the Home Office



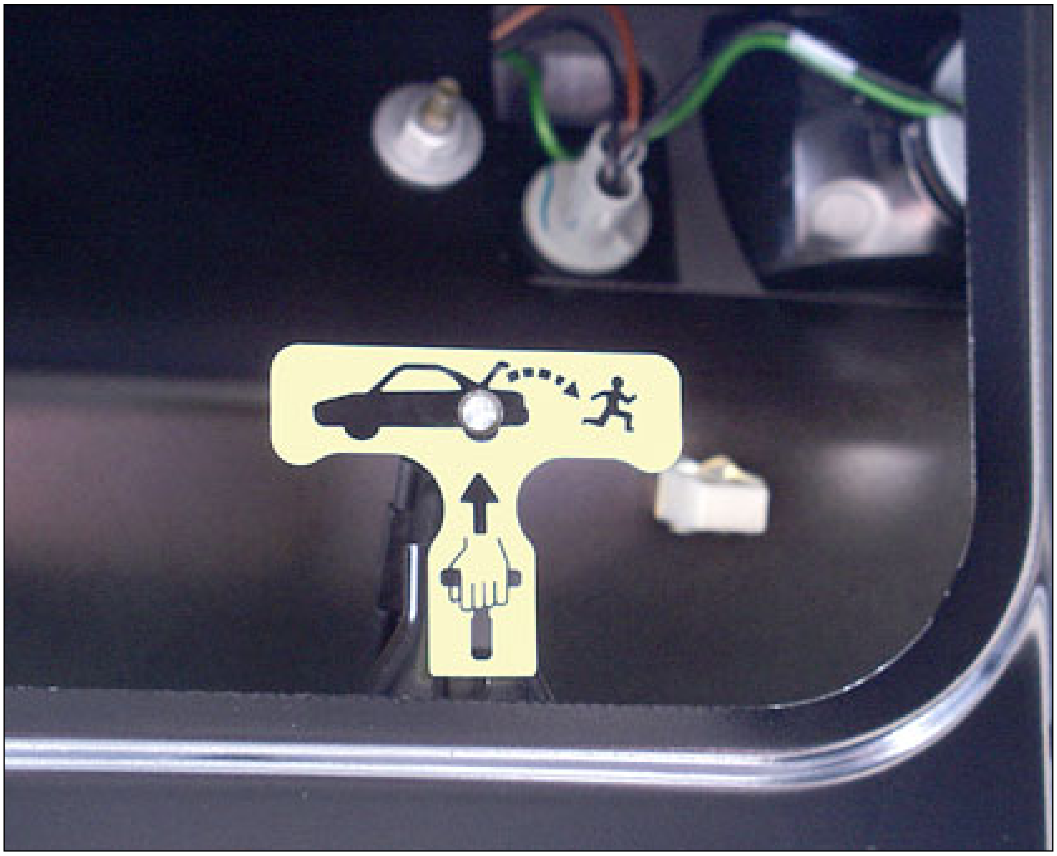
3. This vehicle was locked, and required opening. The easiest method of opening the Pontiac Vibe and Toyota Echo vehicles lies beneath the rear license plate trim. The lock cylinder is on the right, behind the trim piece.



4. Two lamps illuminate the license plate. They are simply clipped into the body. Note that there is a plastic spring clip at one end of the fixture and a fixed hook at the opposite side.


3 4 5 6 7 8 9 10
Trunk Cylinder
All wafers are visible in the drain hole.
This cylinder contains wafers in positions 3 thru 10.

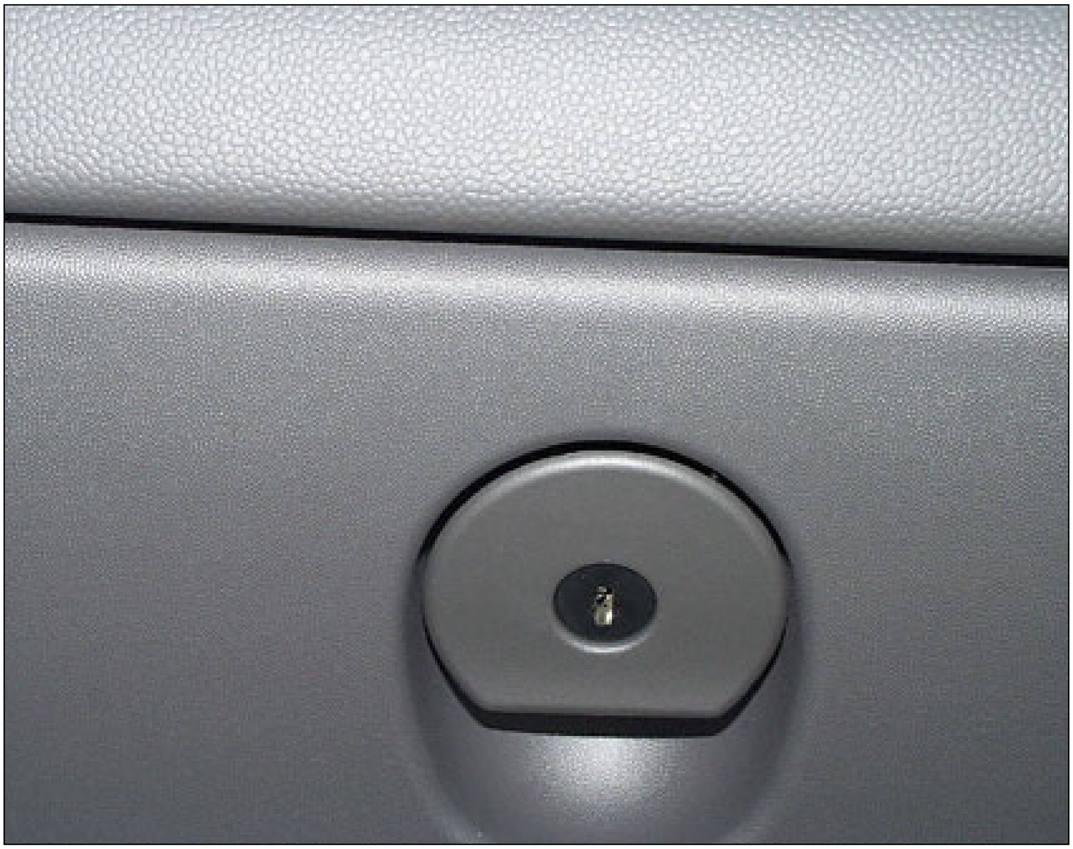
5. The spring clip is on the "right" side of the installed lamp fixture. Press the fixture to the left, to unclip and dislodge the fixture from the body. With the fixture loose from the body, it can be moved upward to gain access to the inside of the hatch lid.



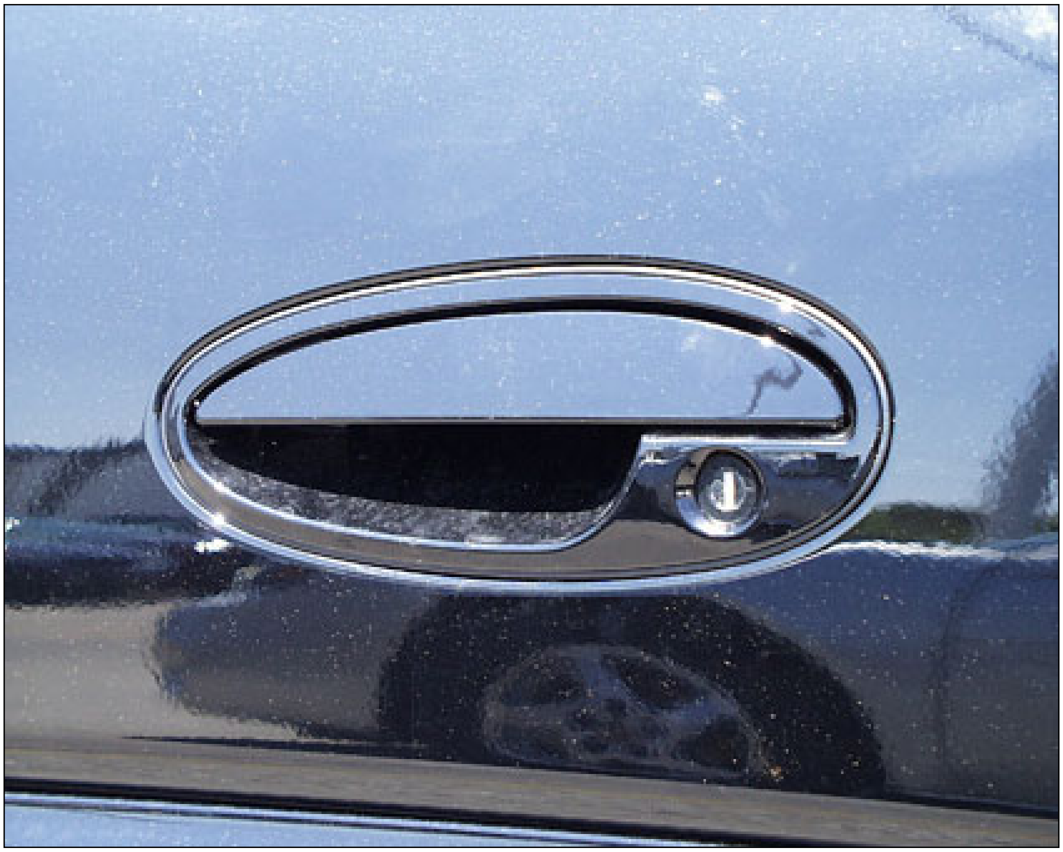
6. A simple hook tool will be used to manipulate the lock linkage from lock cylinder to the latch mechanism. Pictured is a "High-Tech Tools" under glass vertical button tool, but any similar tool will work. This tool has a rubber tip, which grips the linkage more easily.

7. The opening tool is inserted through the hole created by displacing the license plate lamp fixture. (There is no need to remove the fixture. Simply slip it aside, to gain access.) The linkage will be found about two inches above the opening. Hook the linkage and slide it to the Right, to unlock the hatch lid. Open the hatch to gain access to the vehicle.

8. The door lock cylinder is integrated into the lift handle. It is by far the easiest lock to remove. Passenger door cylinders may have the code stamped on them. There was no code on the passenger door cylinder of the Pontiac Vibe that I worked on. For that reason, I replaced the passenger door cylinder and tried the drivers' door cylinder.

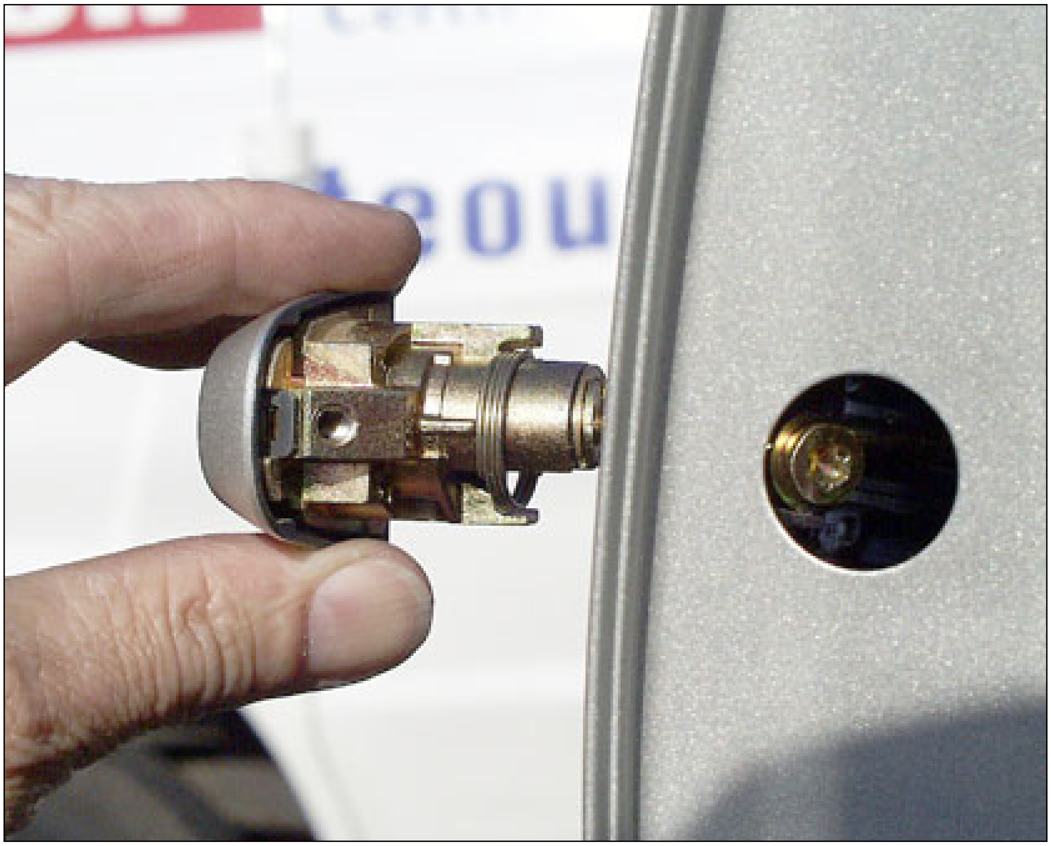


9. A round rubber plug, in the edge of the door is removed to reveal the cylinder retaining screw.

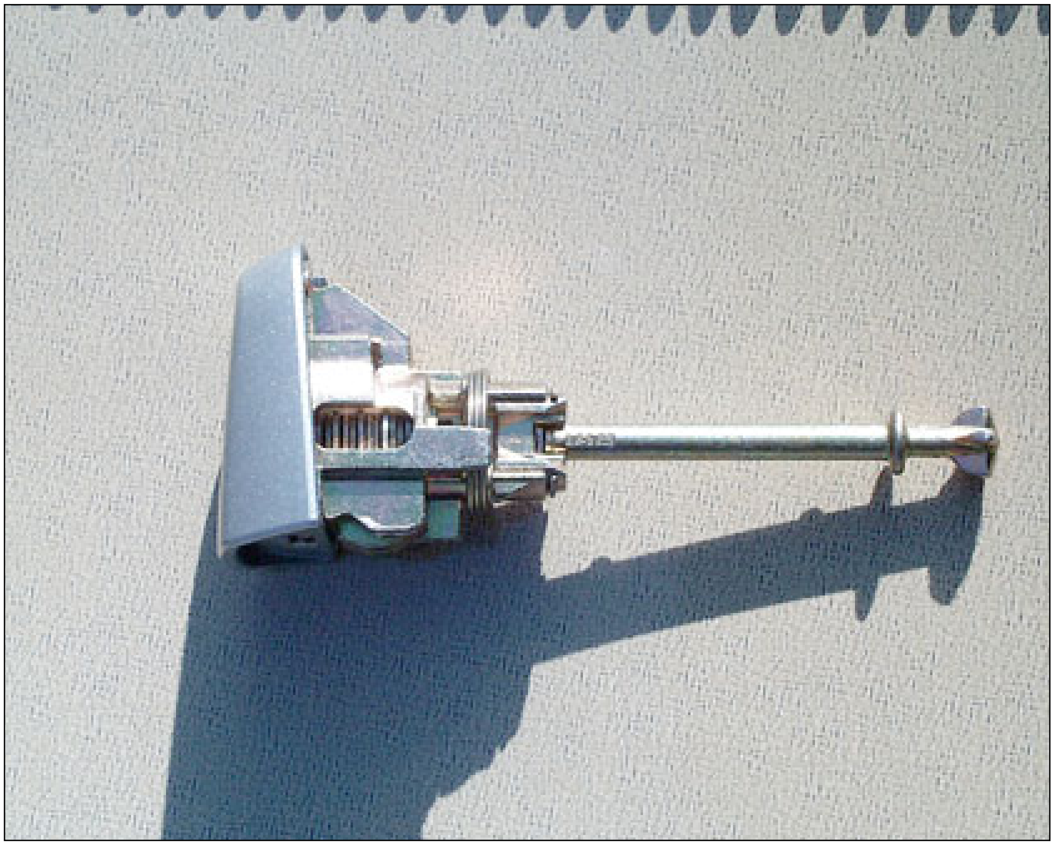


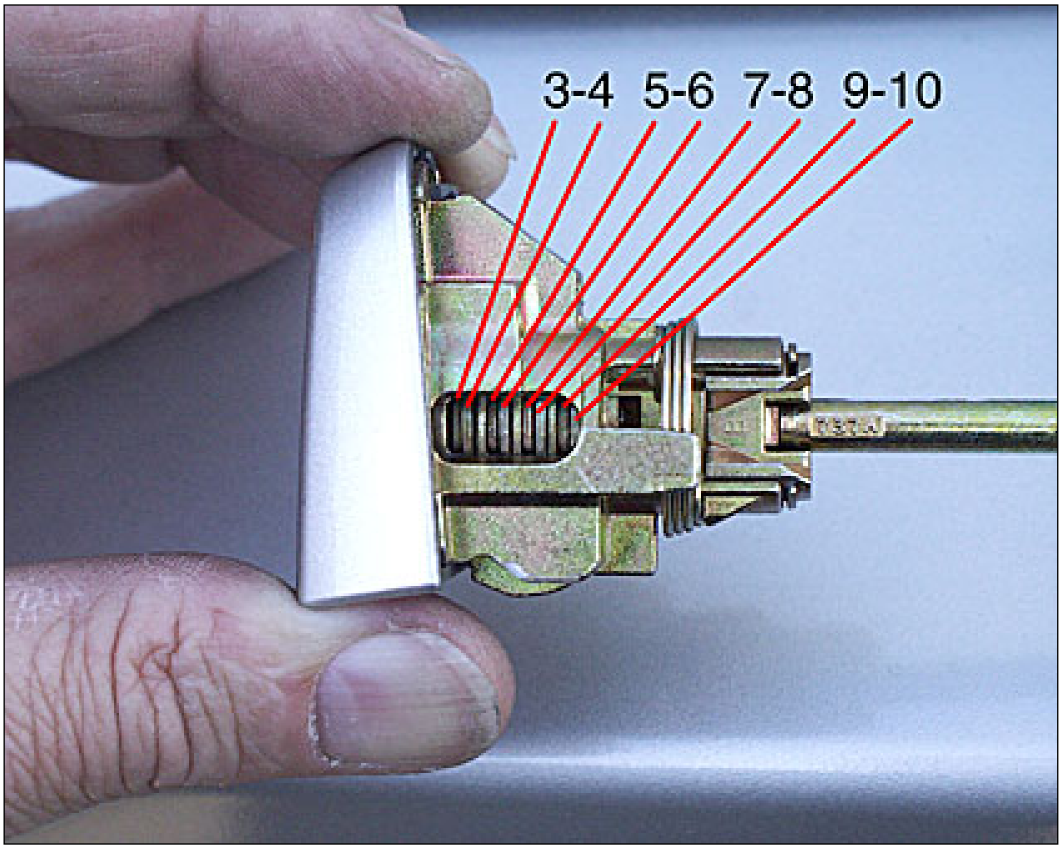
10. Use a T-30 Torx driver to "loosen" the retaining screw. Back the screw out far enough to release the cylinder, but leave it in the door.

11. With the retaining screw loosened, the door cylinder is free to slide out of the door panel.



12. The door cylinder has a long straight actuator that closely resembles a Volkswagen door cylinder linkage.



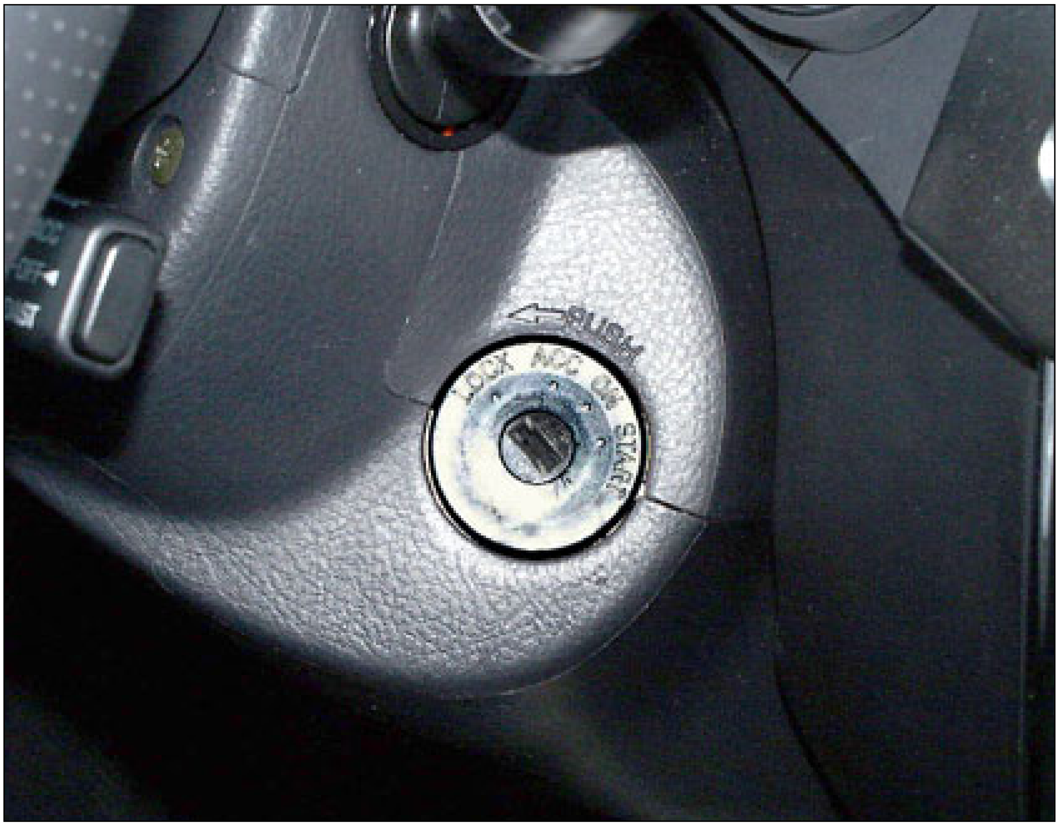


13. A close look at the underside of the cylinder reveals a drain hole. All eight wafers are clearly visible in the drain hole. Insert a blank key into the cylinder to read the wafers through the drain hole. Cut a key to dimension, using the Depth & Space information found in Key Plate TO14 (above) Test the key to insure proper operation before proceeding.

The cuts found in the door cylinder were 1 2 2 1 2 3 3 4. These were the correct cuts for positions 3 10. We know that there are four depths and the MACS is two. A standard progression for this lock could be;

11	21	24	31
12	22	34	41 (MACS)
13	32		
14 (MACS)	42		14 & 41
23			Not Permitted
33			
43			
44			

Use the known cuts, found in the door cylinder, and progress cuts one and two in the ignition until you have a working key. This method required opening and removal of the door cylinder only. Read door cylinder wafers through the drain hole and progress the remaining cuts in the ignition.



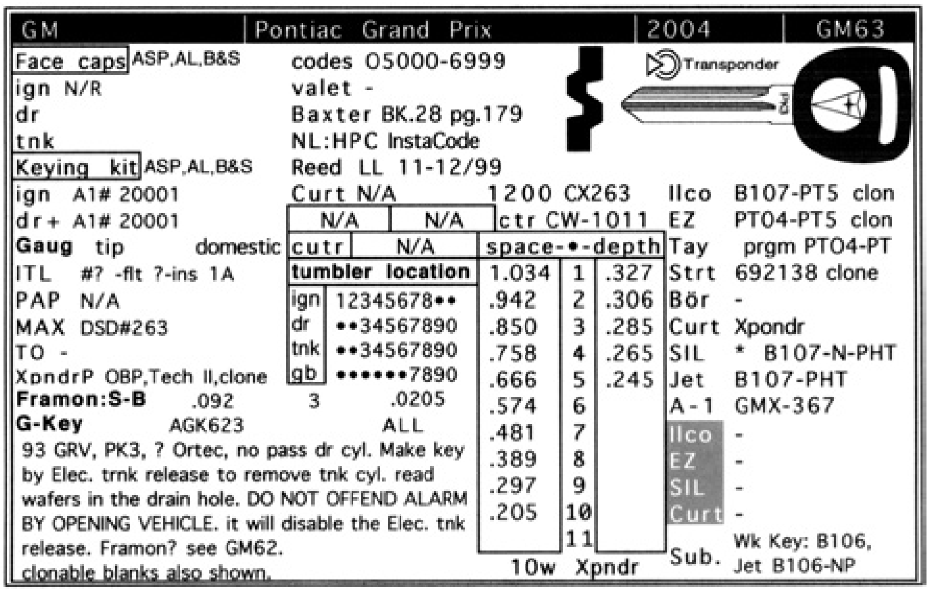
14. The Pontiac Vibe ignition uses an active retainer. To remove the ignition, use a key to rotate the ignition to the "ACC" position. The retainer is below the ignition, about one and three quarters inches from the face of the ignition cylinder. Depress the retainer to release the ignition for removal. Most key making evolutions will not require ignition removal.

There is no Glove Box cylinder on these vehicles. These cylinders use a stepped wafer ear tumbler. Wafer lock reading of this lock configuration will only reveal a low (1 or 2 depth) and a high (3 or 4 depth) indication. It is possible to cut a "try key" to depths 1 1/2 (for the low indication) and 3 1/2 (for the high indication) and impression to find the true depths. This method, however, requires more time and risk of damage to the cylinders than the method that I have shown here. I did not have good results reading the TR-47 keyway cylinders.

In measuring the factory cut keys, I found the cut depths to be between .004" and .008" undersize (cuts too deep). The depths shown on the Key Plate are accurate.

2004 Pontiac Gran Prix

1. The 2004 Pontiac Grand Prix appeared in mid 2003 sporting a new keyway and some interesting new challenges. The 2004 Grand Prix uses the new Strattec "Z" key, though Ortec makes the locks. The transponder system is a PK III system, but some of the models may be slightly different than the PK III's you have seen.



GM | Pontiac Grand Prix | 2004 | GM63

Face caps ASP,AL,B&S
ign N/R
dr
tnk
Keying kit ASP,AL,B&S
ign A1# 20001
dr+ A1# 20001
Gaug tip domestic
ITL #? -flt ?-ins 1A
PAP N/A
MAX DSD#263
TO -
XpndrP OBP,Tech II,clone
Framon:S-B .092 3 .0205
G-Key AGK623 ALL
93 GRV, PK3, ? Ortec, no pass dr cyl. Make key by Elec. trnk release to remove tnk cyl. read wafers in the drain hole. DO NOT OFFEND ALARM BY OPENING VEHICLE. it will disable the Elec. tnk release. Framon? see GM62.
clonable blanks also shown.

codes O5000-6999
valet -
Baxter BK.28 pg.179
NL:HPC InstaCode
Reed LL 11-12/99
Curt N/A
N/A | N/A
cutr N/A
1200 CX263
ctr CW-1011

Transponder

tumbler	location
ign	12345678••
dr	••34567890
tnk	••34567890
gb	••••••7890

space	•	depth
1.034	1	.327
.942	2	.306
.850	3	.285
.758	4	.265
.666	5	.245
.574	6	
.481	7	
.389	8	
.297	9	
.205	10	
	11	

10w Xpndr

Ilco	B107-PT5 clon
EZ	PT04-PT5 clon
Tay	prgm PT04-PT
Strt	692138 clone
Bör	-
Curt	Xpondr
SIL	* B107-N-PHT
Jet	B107-PHT
A-1	GMX-367
Ilco	-
EZ	-
SIL	-
Curt	-
Sub.	Wk Key: B106, Jet B106-NP

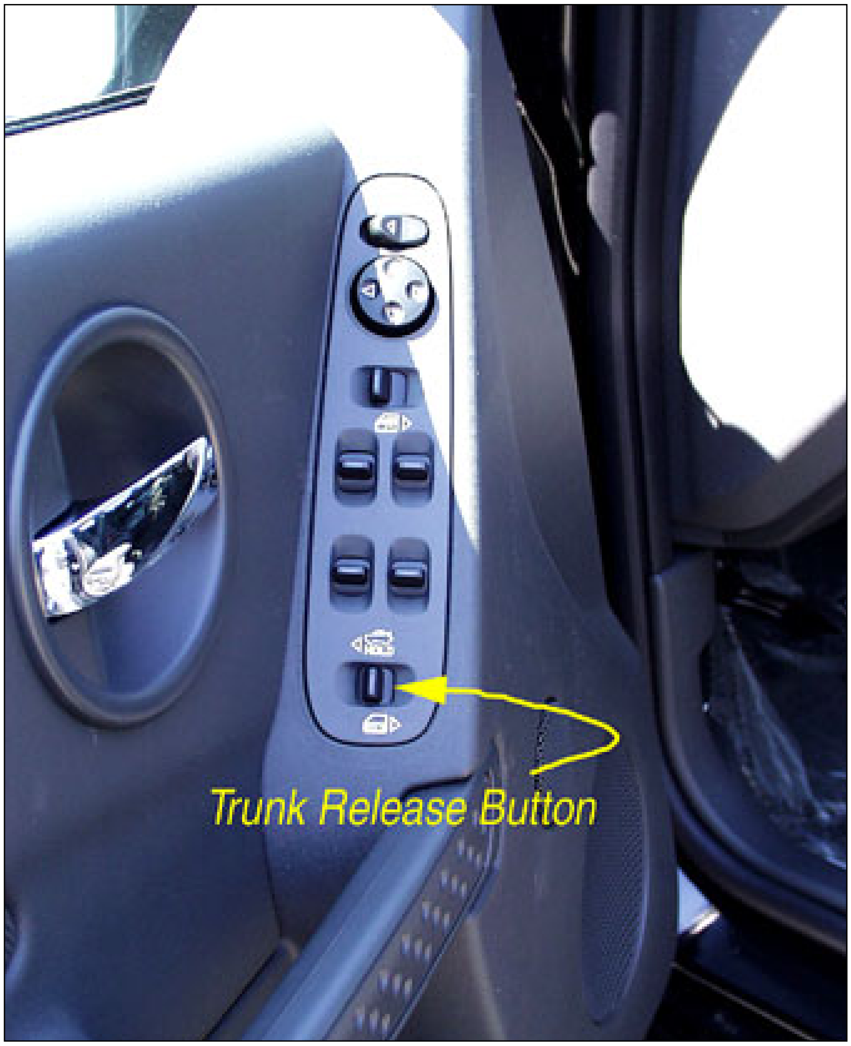
2. To find out more of the key system, we can consult the Fast Facts, at Key Plate GM63. Key Plate GM63 shows all of the information necessary to make a mechanical key for the 2004 Pontiac Grand Prix auto. To complete the transponder programming, we will need to consult the "Helps Section," under "PK III programming procedures."

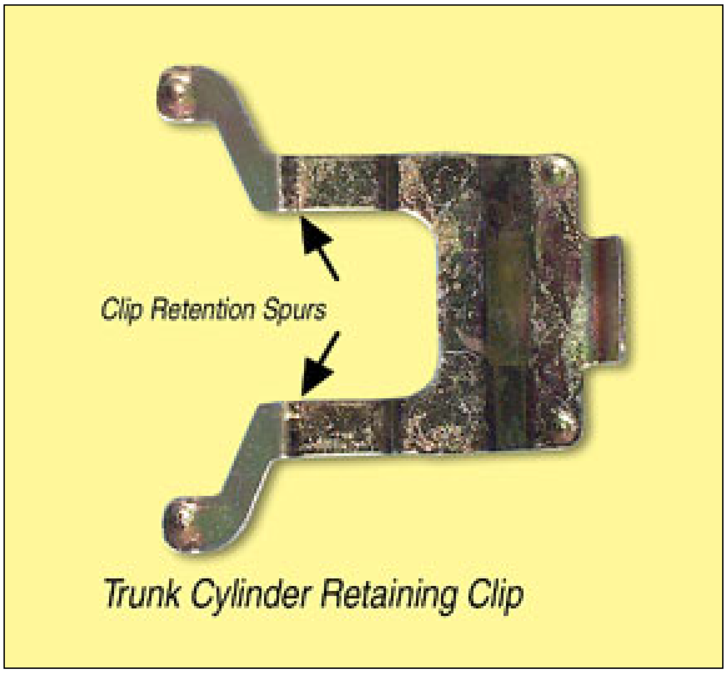
The 2004 Grand Prix uses the O5000-6999 code series, but uses the new B106 (Jet work key) keyway. The B106 keyway is not the indicated keyway for the O5000-6999 code series, and the B106 keyway has different Depth & Space specifications than earlier "O" series GM keys. At this time, only A-1 is able to supply keying kits and lock cylinders for these vehicles. Note that Curtis and Pak-A-Punch information shows N/A (not available). The "Z" keyway is not designed to be serviced by code clippers. You may also notice that the Depth measurements call out five depths. The "O" series codes have only four depths. The spacing appears to be the same as earlier GM 10wafer locks. Keys shown have two different types of transponders. Some are unprogrammed transponders, designed to be "cloned." Some are programmed transponders, designed to be used in the onboard "program" procedures. More on cloneable and programmed keys later.

If you are using an HPC 1200CM, use code card CX263 and cutter CW-1011. Use a shim behind the key to prevent it from tipping out of the key vise. If you do not have the CX263 code card, you can use a CMHT micrometer card with the CW-1011 cutter and the indicated "space - ï - depth" measurements. If you are using a Framon machine, align the key at the left side of the key vise using the tip stop. Spacing is .092" found on Block #3. First cut is at .216, cuts at .216, .308, .400, .492, .584, .676, .768, .860, .952, and 1.044.

3. If the keys were locked in the passenger compartment, you might be able to open this auto in any number of ways, but if you are going to make a key to the car, or need to open the trunk, because the keys are locked inside, only one method is to be preferred. Wedge the top rear corner of the drivers' door, and use a long-reach tool to open the trunk. When the auto is locked, the security system is armed. If you open a door, the alarm will sound, and the alarm system will disable the ignition and, more importantly, the "electric trunk release." By opening the trunk with the electric trunk release, without opening the door, the alarm will not be offended, and the trunk will be open. If the alarm has been offended, you will be left with removing a door panel to find the key cuts.

Move the trunk release switch toward the opening position, and hold for three seconds, to actuate the trunk release. DO NOT OPEN THE DOOR!





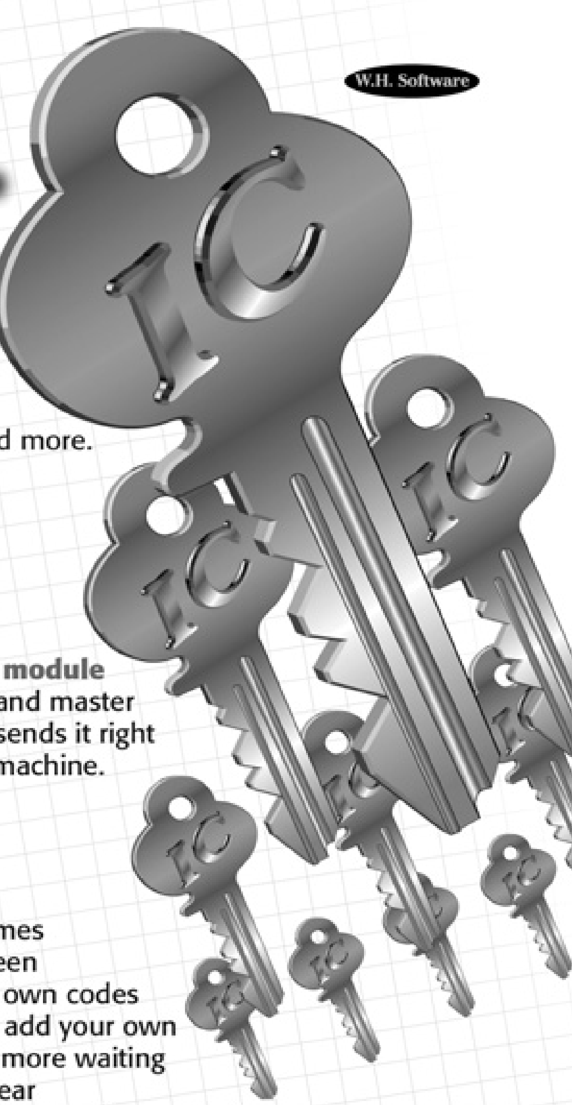
Trunk Cylinder Retaining Clip

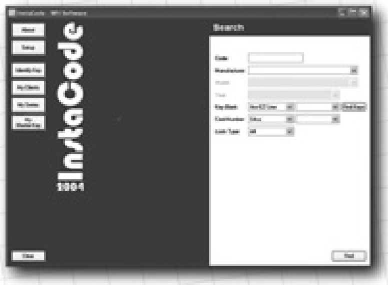
4. Carefully unsnap the felt silencer pad on the inside of the trunk lid and set it aside. You will find the trunk cylinder retained in the trunk lid by a special retaining clip shown in Photo Number Three. Depress the rear edge of the retaining clip, to release the clip retention spurs and slide the clip off the cylinder. Remove the lock linkage. The trunk cylinder can then be removed from the trunk lid. ***4. Carefully unsnap the felt silencer pad on the inside of the trunk lid and set it aside. You will find the trunk cylinder retained in the trunk lid by a special retaining clip shown in Photo Number Three. Depress the rear edge of the retaining clip, to release the clip retention spurs and slide the clip off the cylinder. Remove the lock linkage. The trunk cylinder can then be removed from the trunk lid.***

W.H. Software

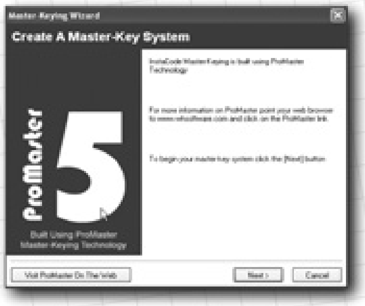
InstaCode...

Your complete locksmith management tool.
So much more than just codes!

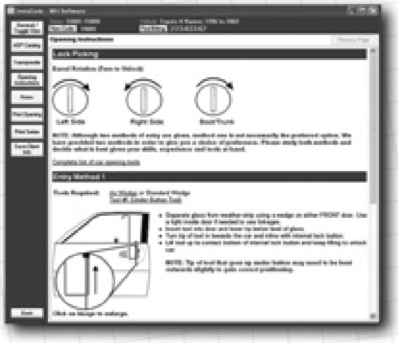




Over 2.5 billion codes, spaces and depths, key blank cross reference, profile pictures and more.


Master Keying Wizard
Create A Master-Key System
ProMaster 5
Built Using ProMaster Master-Keying Technology
Visit ProMaster On The Web
Next >
Cancel

Master key module designs a grand master system and sends it right to your key machine.



Vehicle opening instructions show you what tool to use and how to open the car.

Also in InstaCode...
- ASP vehicle part numbers and labor times
- Transponder programming info on screen
- Print your own code books • Add your own codes
- Print out thousands of code cards and add your own
- Automatic internet updates means no more waiting
- Vehicle look up by make, model and year
- Communicate with a huge range of code machines • Much more!

Payment Options Include: InstaCode with Master Key Module ($895.00), without the Module but with everything else ($695.00). Easy payments are $59.95 per month for 12 months without Master Key Module, or $75.50 per month for 12 months with Master Key Module. Lease the complete program for only $18.95 per month without Master Key Module. Leased versions run on one machine at a time, do not require a dongle and include annual updates. Minimum lease term is 12 months. Purchased versions include license to run on three machines. Pocket PC version is also available.

System Requirements: InstaCode is supplied on CD ROM and comes complete with an easy to follow step-by-step instruction manual. InstaCode runs on Windows 95/98.ME/NT/2000 and XP. It requires 32mb of RAM and 60mb of available hard drive space. Floppy disk images are included on the CD ROM so you may make your own set of floppy disks of required.
Pocket InstaCode requires a Pocket PC (not included) with 64mb RAM running Microsoft Pocket PC2000 or later. Contains all the codes but not all the features of InstaCode. Call for details.

Mail in coupon below OR fax coupon to (630) 837-1210.

☐ **YES** Send me InstaCode 2004 with Master Key Module for $895.00

☐ **YES** Send me InstaCode 2004 without Master Key Module for $695.00

☐ **YES** Send me EASY PAYMENT FORMS. As low as $59.95 per month.

☐ **YES** Send me InstaCode 2004 LEASE VERSION FORM without Master Key Module for $18.95 per month, minimum lease 12 months

☐ **STANDARD PC VERSION**
☐ **POCKET PC VERSION**

– Orders must be paid in U.S. Funds. –

☐ **My check and this coupon are enclosed for $ ________________.**

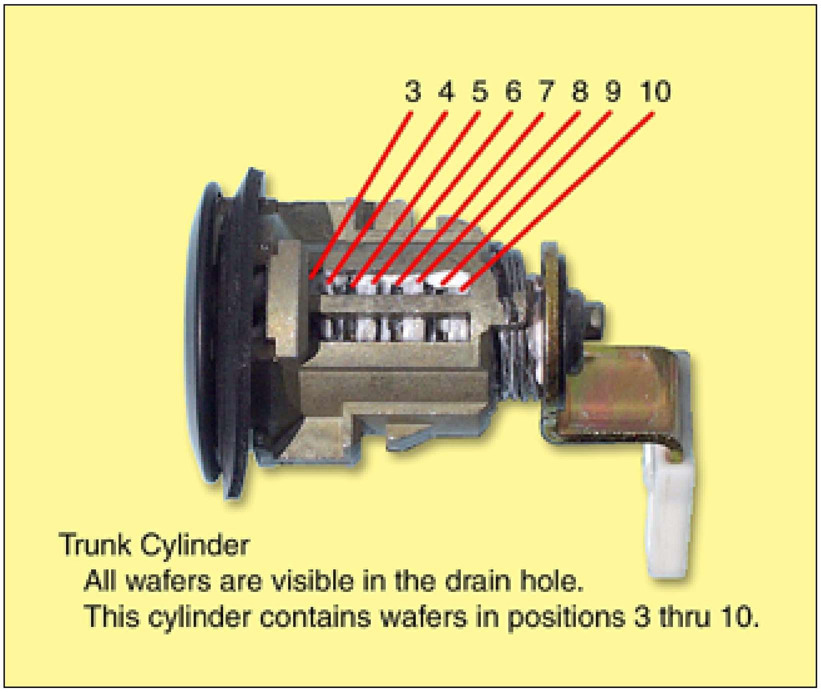
Or charge my ☐ **VISA** ☐ **MasterCard** ☐ **Discover** ☐ **American Express**

Include $8 shipping, Canada & Foreign add $20 add'l for shipping

Card # ____________________
Exp Date____________________
Signature ____________________
Your Name____________________
Shop Name ____________________
Address (no P.O. boxes) ____________________
City, State, Zip ____________________
Phone ____________________
E-mail (optional) ____________________

O.I.D. 1104

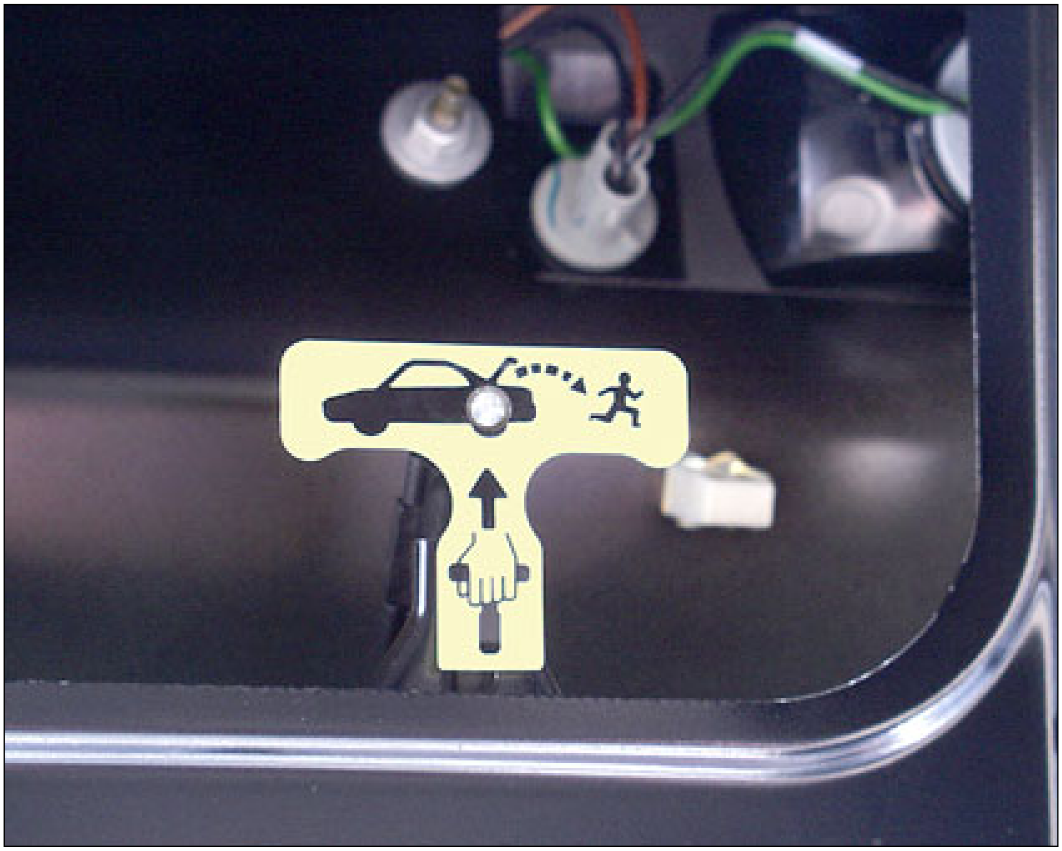
Copy or clip this coupon and send with payment to: *The National Locksmith • P.O. Box 77-97592 • Chicago, IL 60678-7592*
CREDIT CARD ORDERS: Fax your order to (630) 837-1210 or Phone your order to (630) 837-2044



Trunk Cylinder
All wafers are visible in the drain hole.
This cylinder contains wafers in positions 3 thru 10.

5. The trunk and door cylinders contain wafers in positions 3-10. As you can see in the Photo, all wafers are visible in the drain hole. Insert a blank key to read the wafers and make a working key. Test the key to insure proper operation. Use the key to unlock and open the door. If the key is used to open the door, the security system will be satisfied, and the ignition will not be disabled. If the auto door was opened, and the alarm activated, you must make the key from the drivers' door cylinder. (There is no cylinder in the passenger door.) Cycle the key in the closed drivers door, to clear the alarm before proceeding. If you forget this step, before beginning the onboard programming procedure, the programming procedure will fail.

6. The new Grand Prix is equipped with an emergency exit release handle.



7. The Grand Prix has an in-dash ignition. The ignition has wafers in positions 1-8. You have a key with the correct cuts in positions 3-10. If you have access to a computer code program, you might want to use the complete program to find the remaining cuts. If not, you can easily progress the remaining cuts.
Cuts 3-10, found in the trunk cylinder were; 1 2 2 4 3 1 3 4. The MACS (Maximum Adjacent Cut Specification) for this series is "2."
The progression would be;

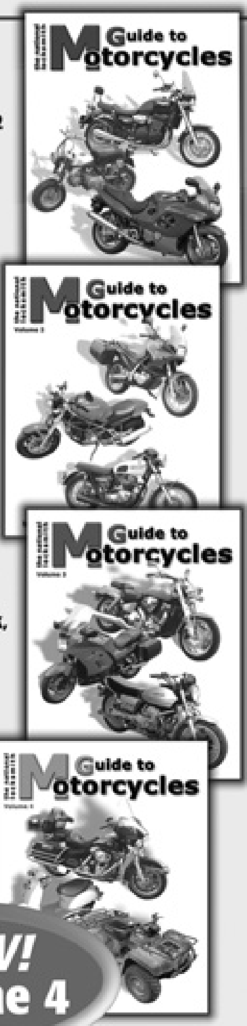
11	21	31
12	22	32
13	32	33
14 (MACS)	42	34 (MACS) •41*
23		24 (MACS) •41*
33		44 (MACS) •41*
43		

****Cut number three is a #1 depth, so the #4 depth cannot be used in position two.***
We found that the depths in positions one and two were 2 - 2.
The key, cut"2 2 1 2 2 4 3 1 3 4" operated the ignition.

For years locksmiths have begged for comprehensive service manuals on motorcycles, and they are finally here! Covering a wide range of service procedures, you'll know everything a locksmith needs to know about each cycle. Plus, you'll get step by step photographs and instructions.

Choose Book or CD ROM

The National Locksmith®
Guide To Motorcycles Volumes 1, 2 ,3 & 4
by John Blankenship



Volume 1 covers…

Key information • Progression Charts • ***BMW*** 1997 R1100R • ***Harley-Davidson*** 1938 Knucklehead, 1970 Sportster, 1980 Sportster, 1984 Wide Glide, 1994+ Tubular Ignition Lock • ***Honda*** 1968 Mini Trail 50, 1970 Trail 90, 1971 CB750, 1978 CB750, 1978 Hawk, 1981 CB900, 1982 Ascot, 1983 Shadow, 1984 Nighthawk, 1985 Rebel, 1990 Gold Wing, 1996 Nighthawk 750, 1996 VFR750 • ***Kawasaki*** 1980 LTD250, 1985 Ninja 600, 1993 KLX650 Ignition Lock, 1994 Ninja Gas Cap • ***Neiman*** Steering Lock • ***Suzuki*** 1986 Intruder, 1990 Katana 600, 1991 GSXR1100 Ignition Lock, 1998 Katana 600, 1999 TL1000R • ***Triumph*** 1995 Tiger, 1999 Legend • ***Yamaha*** 1980 650 Twin, 1987 FZR1000 Ignition Lock, 1987 Virago, 1992 Yamaha/Polaris 4-Wheeler Ignition Lock, 1998 V Star Classic, 1998 YZF600R

Volume 2 covers…

Key information • Progression Charts • ***BMW*** 1976 R90/6, 1989 K100RS, 1995+ Ignition Lock, 1999 F650, Luggage using Y61 • ***Buell*** 2000 Blast • ***Ducati*** 1993 Monster • ***Harley-Davidson*** 1999 Road King Police, 1999 Sportster • ***Honda*** 1975 CB550 Ignition Lock, 1980 CB400 Ignition Lock, 1983 CB650 Ignition Lock, 1985 Aero Ignition Lock, 1995 Gold Wing Luggage, 1987 250X 4-Wheeler, 1990 NS50, 1992 Shadow, 1994 CB250, 1997 Shadow, 1998 CBR1100XX, 1999 CBR600F4, 1999 CBRX1100XX, 1999 Shadow, 2000 CBR600F4, LIPO 5-cut Ignition Lock, LJPO 8-cut Ignition Lock, • ***Kawasaki*** 7-cut Code Information, 1980 LTD250 Ignition Lock, 1983 GPZ Ignition Lock, 1986 ZX600R Gas Cap, 1986 ZX600R Ignition Lock, 1987 EX500 Ignition Lock, 1989 EX500, 1991 ZX-6, New Blank • ***Suzuki*** 1968 T500, 1981 GS550 Ignition Lock, 1986 GSXR750RG Gas Cap, SM-2 Ignition Lock, SM-4 Ignition Lock • ***Triumph*** 1970 Bonneville, 1973 Tiger, • ***Yamaha*** 1980 XS650, 1982 Seca 400, 1982 XV920 Ignition Lock, 1984 FJ600, 1986 FJ1200 Gas Cap, 1989 Riva Jog Ignition Lock, 1990 XT350, 1993 Seca II, 1996 Royal Star, Cruiser Ignition Lock • ***Zadi*** Q637 Ignition Lock, Q933 Ignition Lock

Volume 3 covers…

Key information • Progression Charts • ***BMW*** 1999 R1100GS, Luggage using X59 • ***Honda*** 1975 CB500T Ignition Lock, 1980 CB750 Custom Ignition Lock, 1980 CM400T, 1983 CB450 Nighthawk Ignition Lock, 1985 Big Red, 1987 Elite 250, 1987 Elite 250, 1997 CBR600F3, 1999 Shadow ACE Deluxe, 2001 CBR1100XX, 2001 Gold Wing, 2001 XR100, 2002 VTX1800, Cruiser Ignition Lock • ***Kawasaki*** 1979+ Ignition Lock, 1982 KZ1000 Ignition Lock, 1986 ZL600 Ignition Lock, 1992 ZX6 Seat Lock, 1995 KLR250 Ignition Lock, 1998 ZX9R Ninja, 2000 Concours, 2001 250R Ninja, 2001 500R Ninja, 2001 KLR650, 2001 ZX12R Ninja, KM-5 Ignition Lock • ***Moto Guzzi*** 1979 V 50 II • ***Suzuki*** 1979 GS750 Ignition Lock, 1985 Ignition Lock, 1986 GSXR750, 1990 GSXR750, 1997 DR650, 1999 Savage, 2001 GSXR750, SM-5 Ignition Lock • ***Yamaha*** 1972 Enduro 100, 1977 Enduro 400, 1978 XS750 Triple, 1982 XZ550 Vision Ignition Lock, 1984 QT, 1989 V Max, 1992 TW200 Ignition Lock, 2002 BearTracker

Volume 4 covers…

Master Index • Key information • Progression Charts • Corrections & Updates • ***Aprilia*** 2000 Pegaso, Luggage • ***Ducati*** 1991-2002 Ignition Lock, 1997 Monster, 2001+ Transponder Models, 2002 748 • ***Givi*** Luggage • ***Harley-Davidson*** 2002 Ultra Classic Electra Glide • ***Honda*** 1978 Trail 90, 1981 CB750 Gas Lock, 1984 V65 Sabre, 1986 VF1000R Interceptor, 1988 GT650 Hawk, 2001 VTR100F Super Hawk, 2002+ CBR954/1000 Key Blank, 2002 Metropolitan, 2002 Reflex, Honda 22222-00000 Codes, Honda H Codes, Honda T Codes, • ***Kawasaki*** 1973 Mach III Ignition Lock, 1980 KZ650, 1980 KZ1000-E2 Seat Lock, 1983 KZ750 LTD, 1995 GPZ1100, 2001 ZRX1200R, KM-2 Ignition Lock, KM-4 Ignition Lock • ***Malaguti*** 2002 Lock Set • ***Moto Guzzi*** 1973 V7 Sport • ***Suzuki*** 1999 King Quad, 2001 SV650S, 2002 GSXR600 • ***Triumph*** 2003 Bonneville T100 • ***Yamaha*** 1982 Virago, 1993 FZR600, 2002 FZ1, 2002 Vino

NEW! Volume 4

Buy all 4 volumes in the online store! TheNationalLocksmith.com

OID 7/04

- ☐ *Any Single Volume* *$99.00 + $8 s/h*
- ☐ *Any Two Volumes* *$149.00 + $8 s/h*
- ☐ *Any Three Volumes* *$199.00 + $8 s/h*
- ☐ *All Four Volumes* *$249.00 + $8 s/h*

Choose the Volumes you are ordering…

☐ *Vol. 1* ☐ *Vol. 2* ☐ *Vol. 3* ☐ *Vol. 4*

☐ *Complete Set of All 4 Volumes*

Please choose a format: ☐ Book ☐ CD-ROM

(U.S. add $8 s/h per order. Foreign & Canada add $20 s/h per order. Orders must be paid in U.S. funds)

☐ I've enclosed a check or money order for $________

OR charge my ☐ VISA ☐ MasterCard ☐ Discover ☐ American Express

Credit Card # ______________________

Expiration Date ______________________

Signature ______________________

Your Name ______________________

Shop Name ______________________

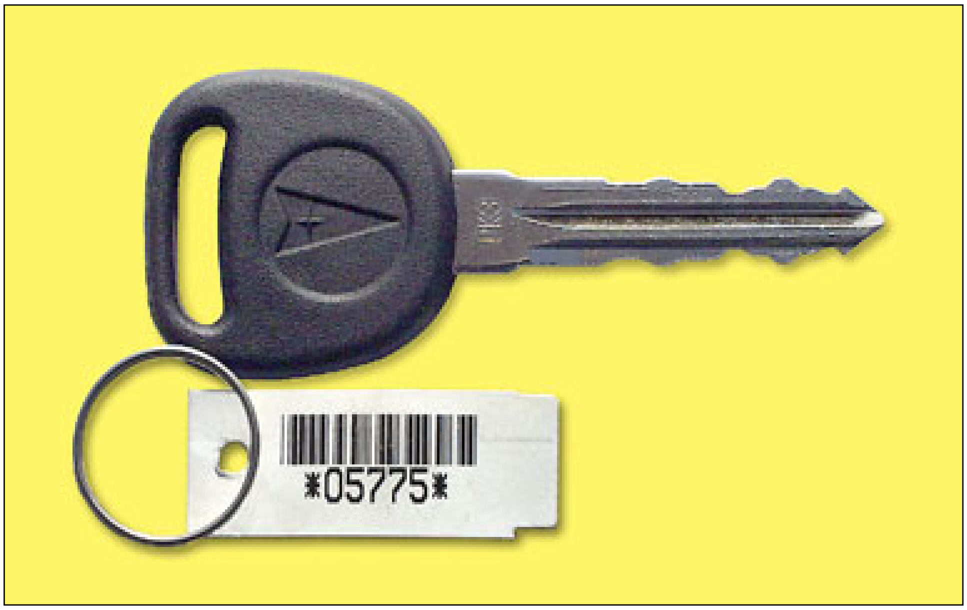
Address (No P.O. Boxes) ______________________

City ______________________

State ______________ Zip ______________

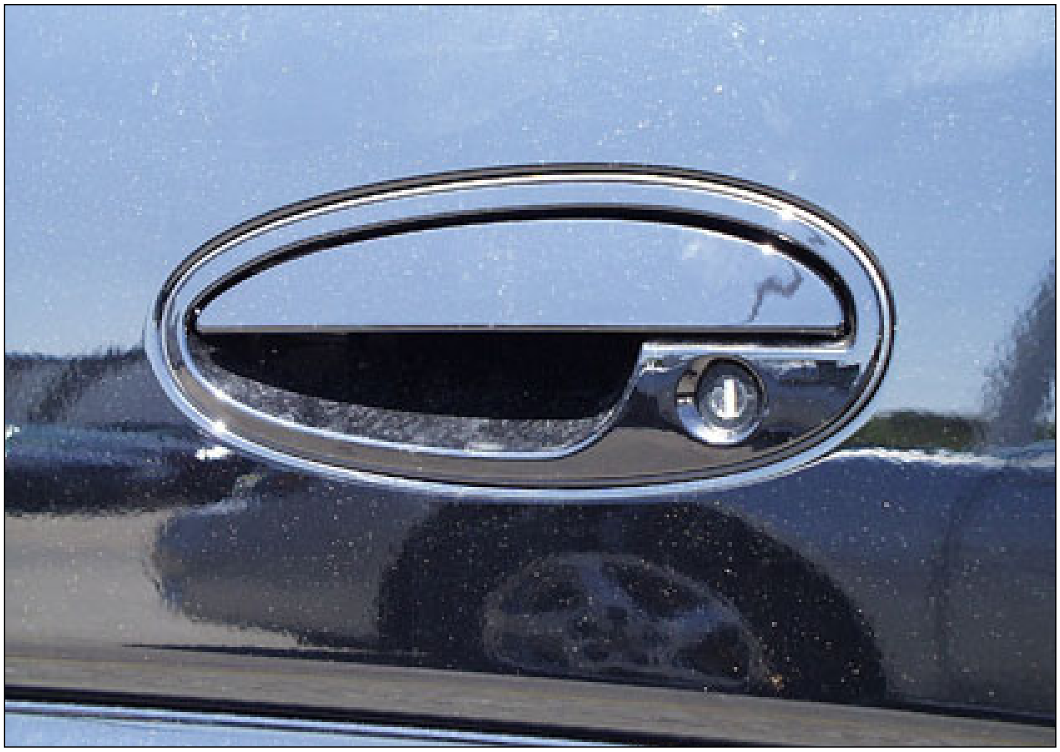
Phone (_____) ______________________

Mail coupon & payment to: ***The National Locksmith*** • P.O. Box 77-97592 • Chicago, IL 60678-7592



8. The operating key is shown in Photo Number Seven, with the paper code tag, which should accompany the new car at delivery.

9. The glove compartment cylinder contains tumblers in positions 7-10. There are not enough tumblers in this cylinder to make progressing the door and trunk key a viable option.



10. The Grand Prix has a lock cylinder in the drivers' door. There is no lock cylinder in the passenger door.

Transponder Programming Procedure

The Pontiac Grand Prix is manufactured exclusively in Oshawa Canada. Autos are manufactured for sale in the United States and for sale in Canada. Autos destined for sale in the United States will program using the following procedure. Autos destined for sale in Canada or other countries will be equipped with an "option code Z49, ECU." If the auto is equipped with the Z49 option, you will need to send your customer to the dealer for key programming.

1. Close the doors and trunk. Cycle the working key in the drivers' door, to arm and disarm the security system. This insures that the security system (apart from the transponder security system) has been disarmed.

2. Cut a programmed Master (not cloneable) PK III blank to operate the ignition.

3. With the Master Pass Key III key, turn the ignition to the ON/RUN position. Do not attempt to start the engine.

4. Observe the "Starting Disabled Due To Theft" message on the drivers information center (DIC) display. The message will remain illuminated for approximately ten minutes.

5. When the "Starting Disabled Due To Theft" message goes off, turn the ignition key to the OFF position, wait five seconds, then turn it back to the ON/RUN position. Do not attempt to start the engine.

6. Repeat the procedure two more times, for a total of three ten-minute wait periods. The procedure will take approximately thirty minutes.

7. When the "Starting Disabled Due To Theft" message goes off for the third time, turn the key to the OFF position and immediately back to the Crank position. The car should start at this point.

The vehicle learns the PK III transponder information or password, as the ignition switch moves from the OFF position to the Crank position. You must turn the ignition to the OFF position before attempting to start the vehicle.

1. Insure that the battery is in good condition before beginning the programming procedure.

2. Do not attempt to program a vehicle that is on a battery charger.

3. If the battery is low, use a jump box (auxiliary battery) or replace the battery with a freshly charged unit.

I have made keys for the 2004 Pontiac Grand Prix using the above procedure. I have found this method to be successful.

NLAA

NLAA
1533 Burgundy Parkway
Streamwood, Illinois 60107

STANDARD PRESORT
U.S. POSTAGE
PAID
DAYTONA BEACH, FL
PERMIT NO. 447